



Alaska Department of Transportation & Public Facilities

Barrow Airport Near Term Projects

Wiley Post/Will Rogers Memorial Airport

January 15, 2015



Welcome!

- Introductions
- Overview of Project Development Process
- Present the Project
- The Process and Schedule
- Gather Input



Project team

- **ADOT&PF**
 - Al Beck, PE, Aviation Group Chief
 - Chris Johnston, PE, Engineering Manager
 - Cristina Demattio, PE, Project Engineer
 - Owen Coskey, Environmental Analyst
 - Jeff Russell, M&O Superintendent
 - Alexa Greene, Area Planner
- **PDC Engineers, Project Management & Design Lead**
 - Royce Conlon, PE, Project Manager
 - Erica Betts, Environmental Permitting
 - Ken Risse, PE, Lead Civil Engineer
 - Pat Reinhard, Lead Facilities Engineer
- **UMIAQ**
 - Terri Mitchell, Environmental Lead
 - Emily Smyth, Environmental Analyst
- **Brooks & Associates**
 - Camden Yehle, Public Involvement
- **ABR Environmental Research**
 - Technical Advisors for Biological Resources



Near Term Projects

- The Barrow Airport Master Plan
 - Completed in January 2014
- Five Projects Identified for Phase 1 (0-5 year plan)
 - Runway Repair (Design complete, Construction in summer 2015)
 - **M&O Facilities and Access Road – This project**
 - **North Apron Expansion – This project**
 - South Parallel Taxiway – Design and Environmental just beginning.
 - Stormwater Management Plan



Barrow Airport Master Plan – Phase I Projects

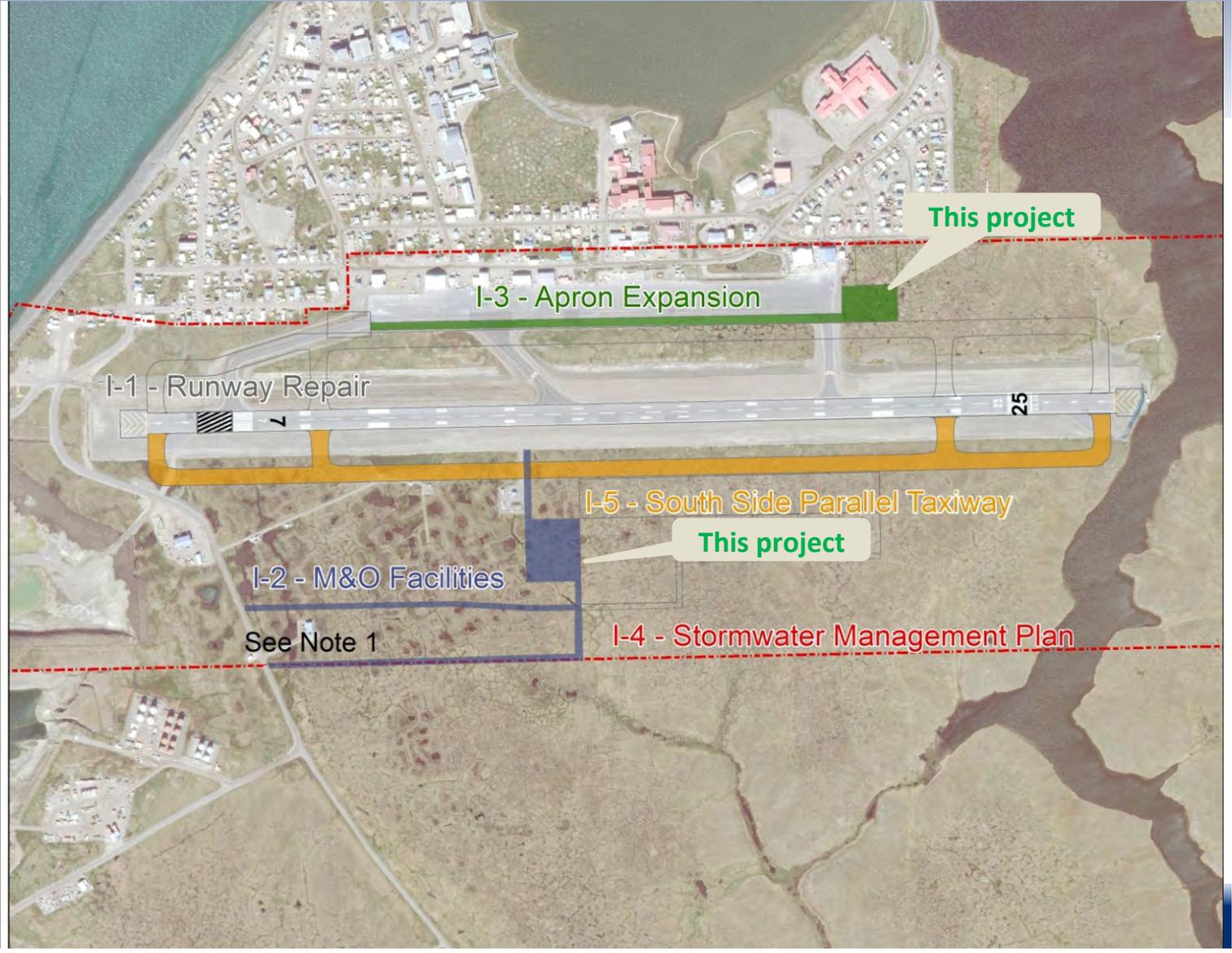
-  Runway Repair
-  Apron Expansion
-  Preferred Alternative Components
-  M&O Facilities & Access Road
-  Stormwater Management Plan
-  South Side Taxiway

Note 1:
The location of the south side access road to be determined by funding source.

Data Sources:
ADOT & PF
North Slope Borough, Dept. of Planning
Imagery date: July, 2012

0 500 1,000 2,000
Feet

N
Prepared For: 





The Need for These Projects

- Maintenance and Operations (M&O) ability to provide responsive snow & ice removal
- Response to Crash and Fire Emergencies
- FAA Safety Standards such as wing tip clearances

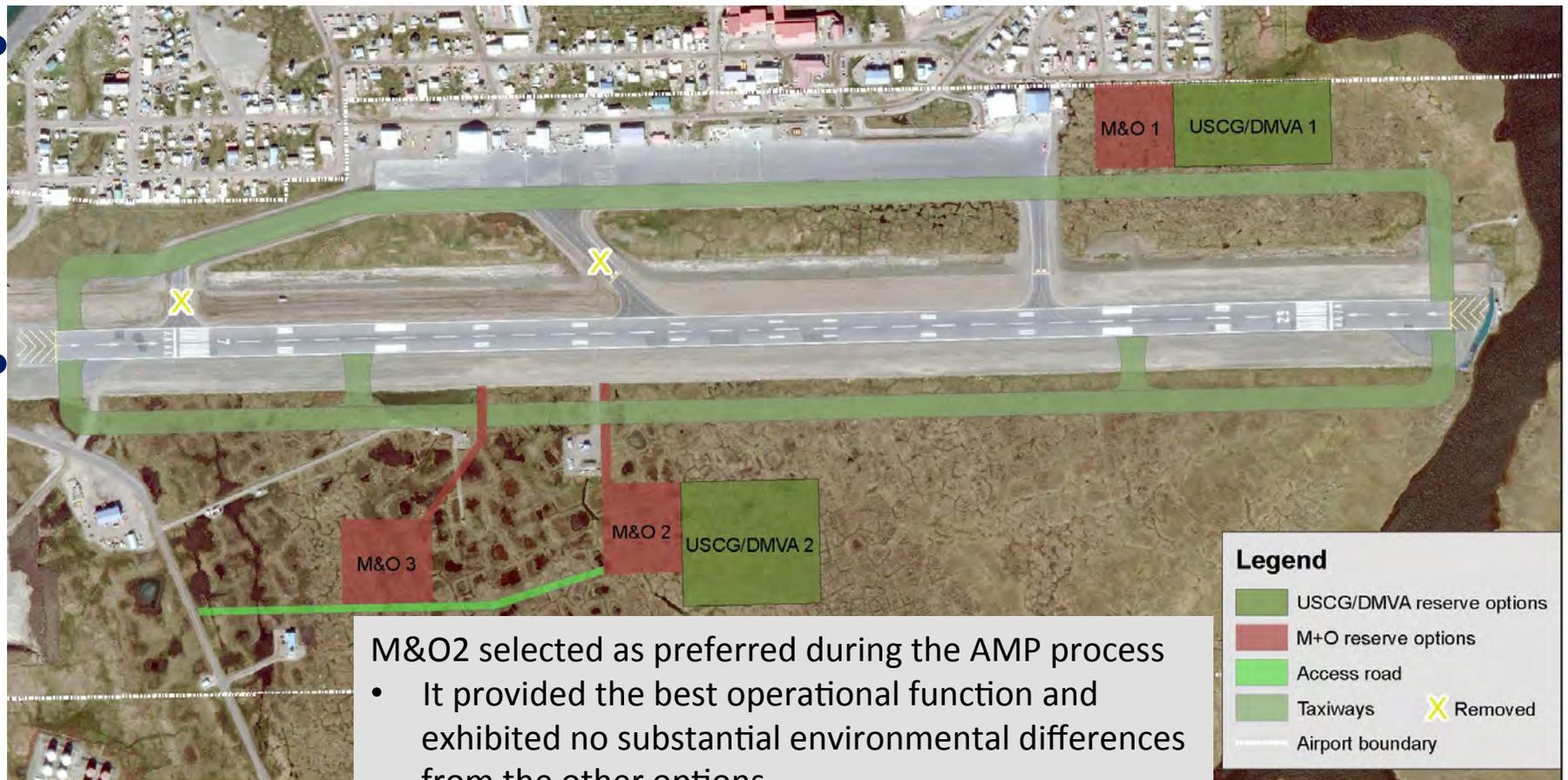


M&O Facility

- Purpose – Improved Response & Safety
 - Airport Rescue & Fire Fighting (ARFF)
 - Snow Removal Equipment Storage (SREB)
 - Sand and Chemical (Deicing) Storage
 - Dormitory/Housing for DOT Employees



M&O Facility Sites Considered



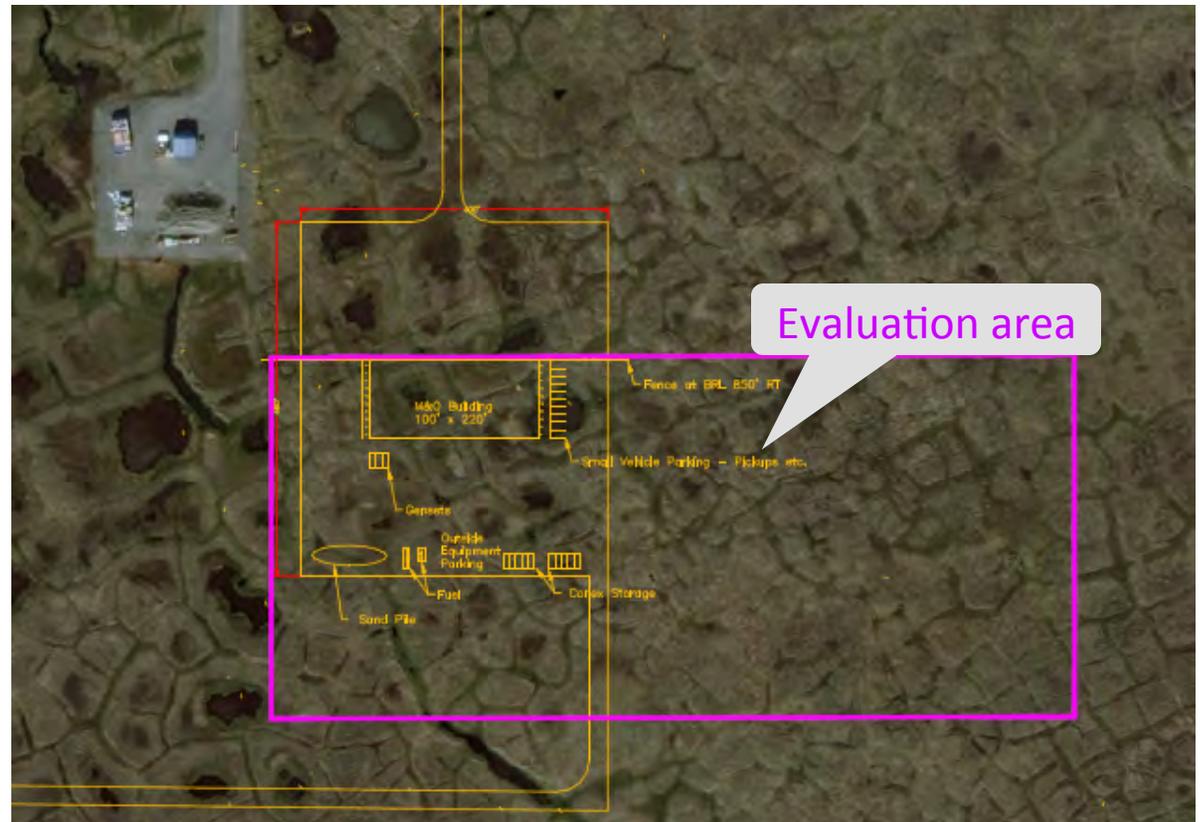
M&O2 selected as preferred during the AMP process

- It provided the best operational function and exhibited no substantial environmental differences from the other options

M&O Facility – South Side Design

- **The Preliminary Design Considered**

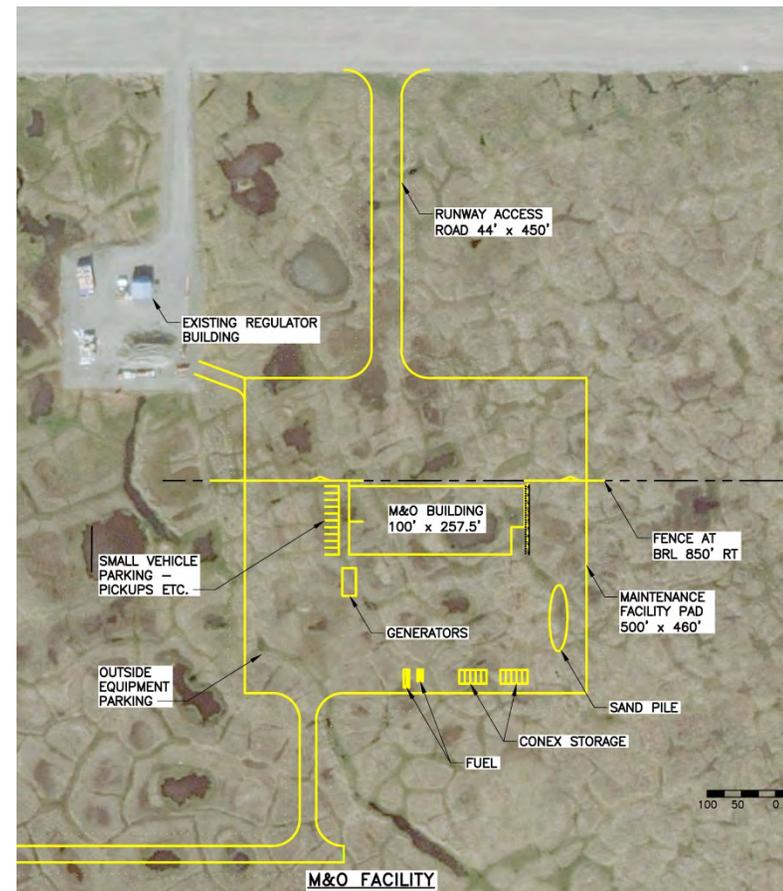
- Pad Layout & Size
- Subsurface conditions & hydrology
- Access options
- Grading and Drainage
- Natural Gas & Power Extensions





M&O Facility

- Preferred Layout Plan





North Apron Expansion

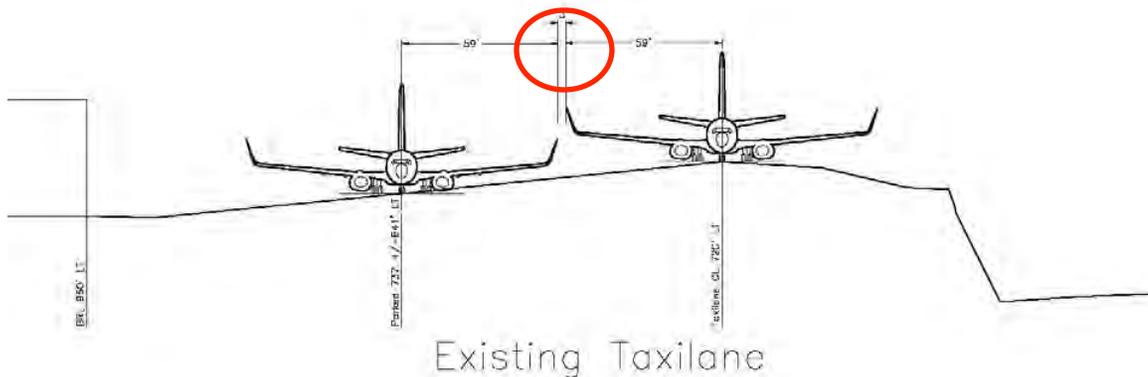


- Purpose
 - Provide adequate wingtip clearance
 - Additional apron for north side development



North Apron Expansion

- Provide adequate wingtip clearance for aircraft passing parked aircraft on Apron
 - Current distance is 3' : FAA guidance standard requires 23'





Provide adequate wingtip clearance

Three Options considered

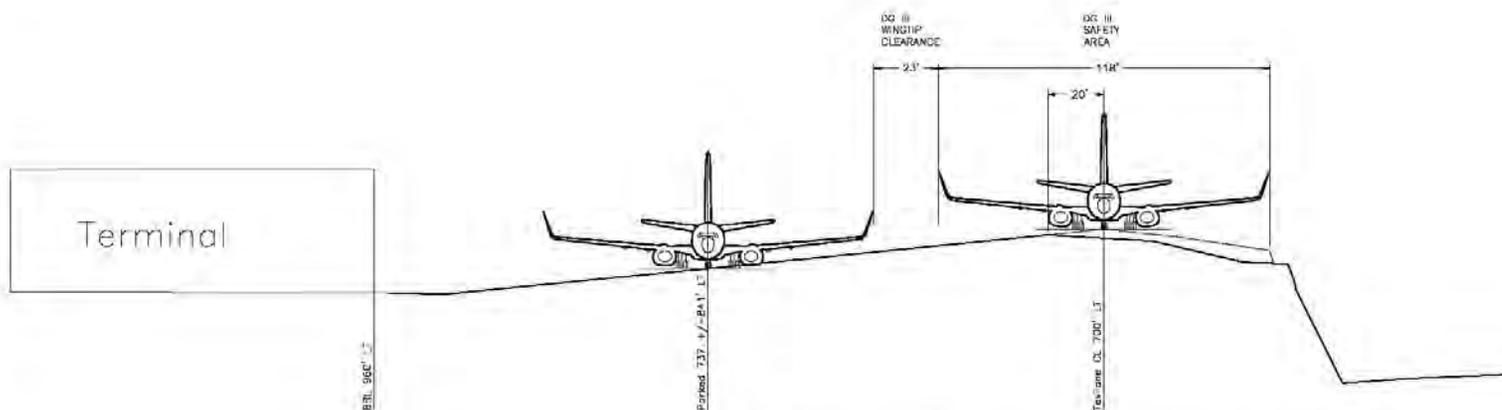




Provide adequate wingtip clearance

Three Options considered:

Option 1: Allows passing for 737-800 (DGIII) aircraft

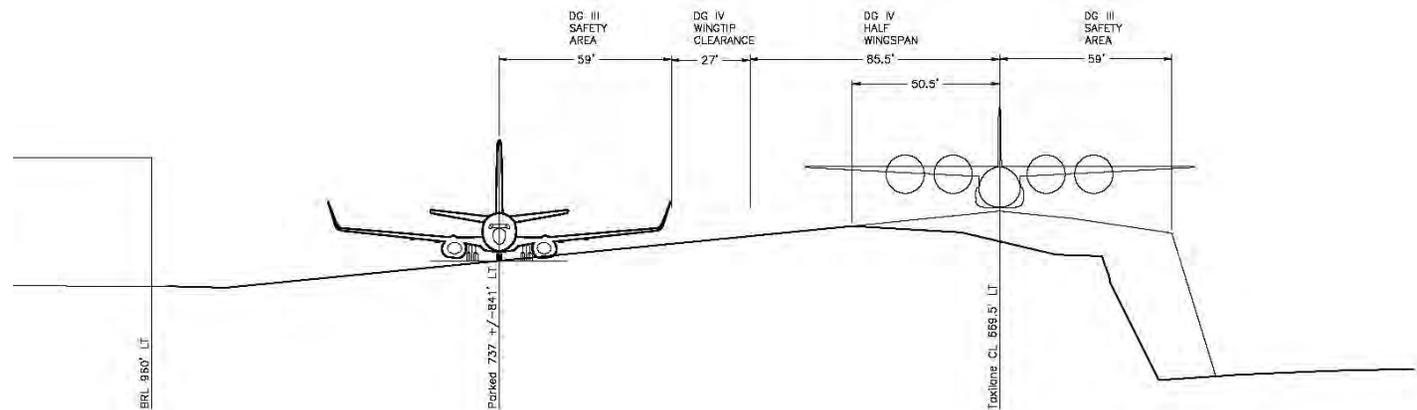


OPTION 1, DG III, 20' Shift Right



Provide adequate wingtip clearance

- Option 2:** Allows for Large (C-130) type Aircraft to pass 737-800; but with taxi lane safety area only being DGIV compliant on the north side.

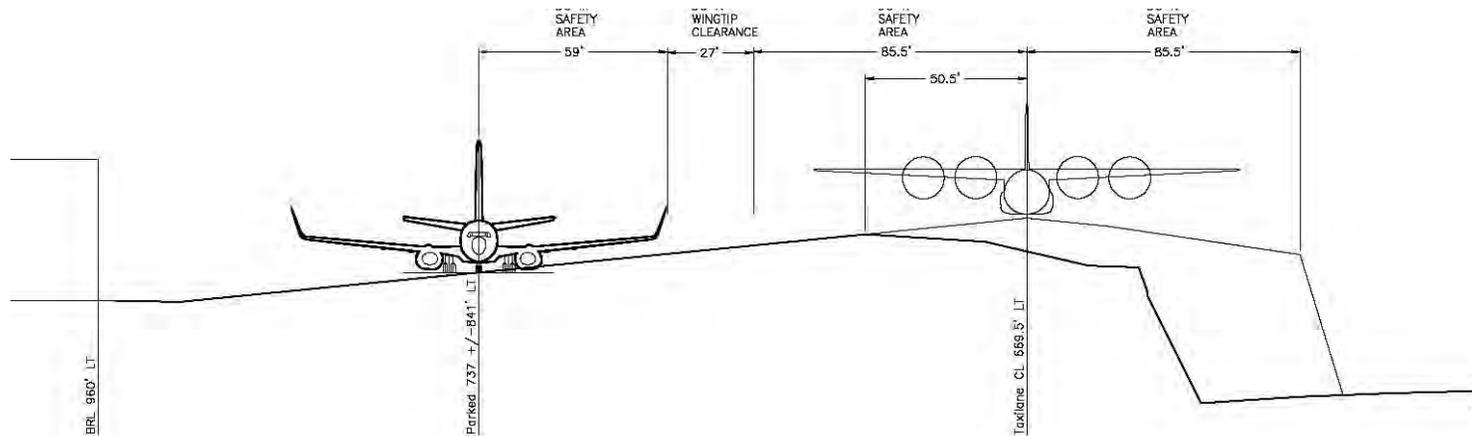


OPTION 2, DG III, 50.5' Shift Right



Provide adequate wingtip clearance

- Option 3:*** Allows for Large C-130 type aircraft with fully compliant DGIV taxilane safety area widths



OPTION 3, DG IV, 50.5' Shift Right



North Apron Expansion



Concept Design Considerations

- 400' Apron Extension
- Drainage and Grading
- Subsurface Soils

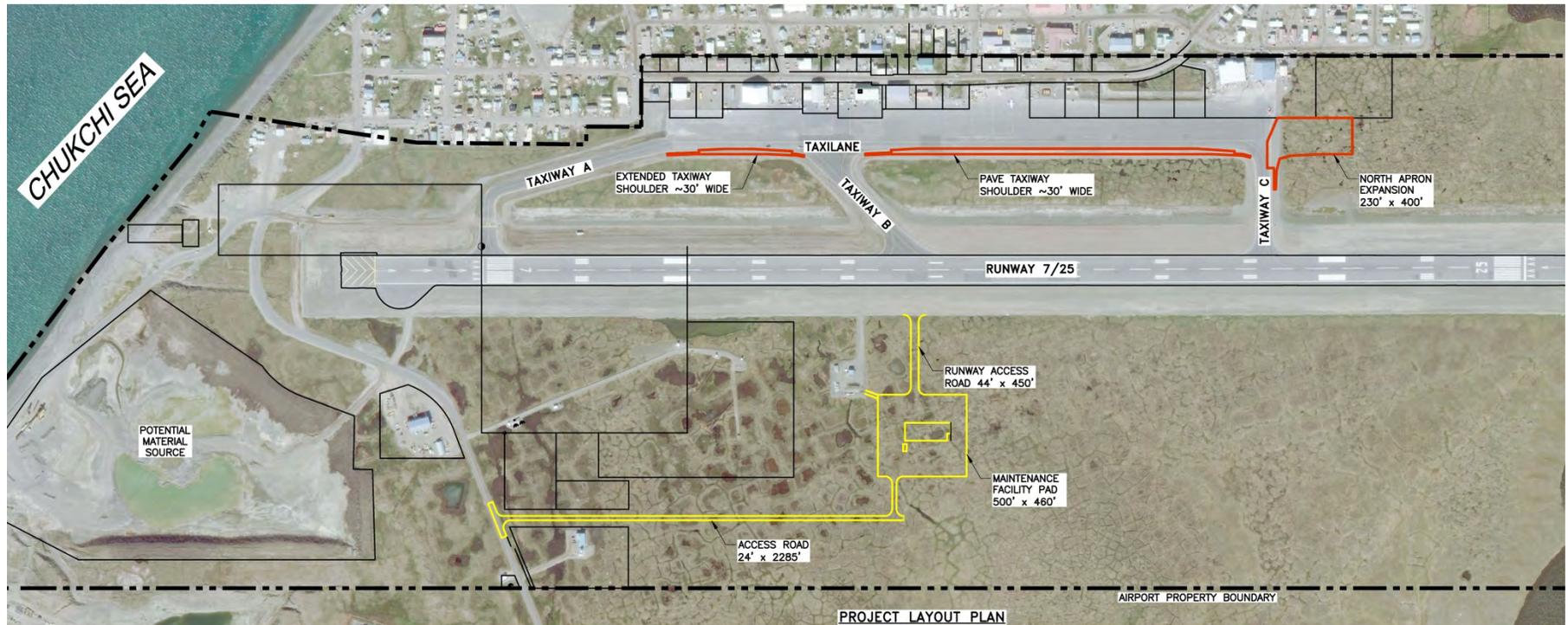


To Recap - Build Alternatives

- The initial engineering and environmental scoping process resulted in:
 - **M&O Facility on South Side**; The existing SREB will eventually be demolished and lease area available for other development
 - **Taxilane Expansion - Option 1**
remains on the existing embankment
 - **North Apron Expansion - 230'x 400'**



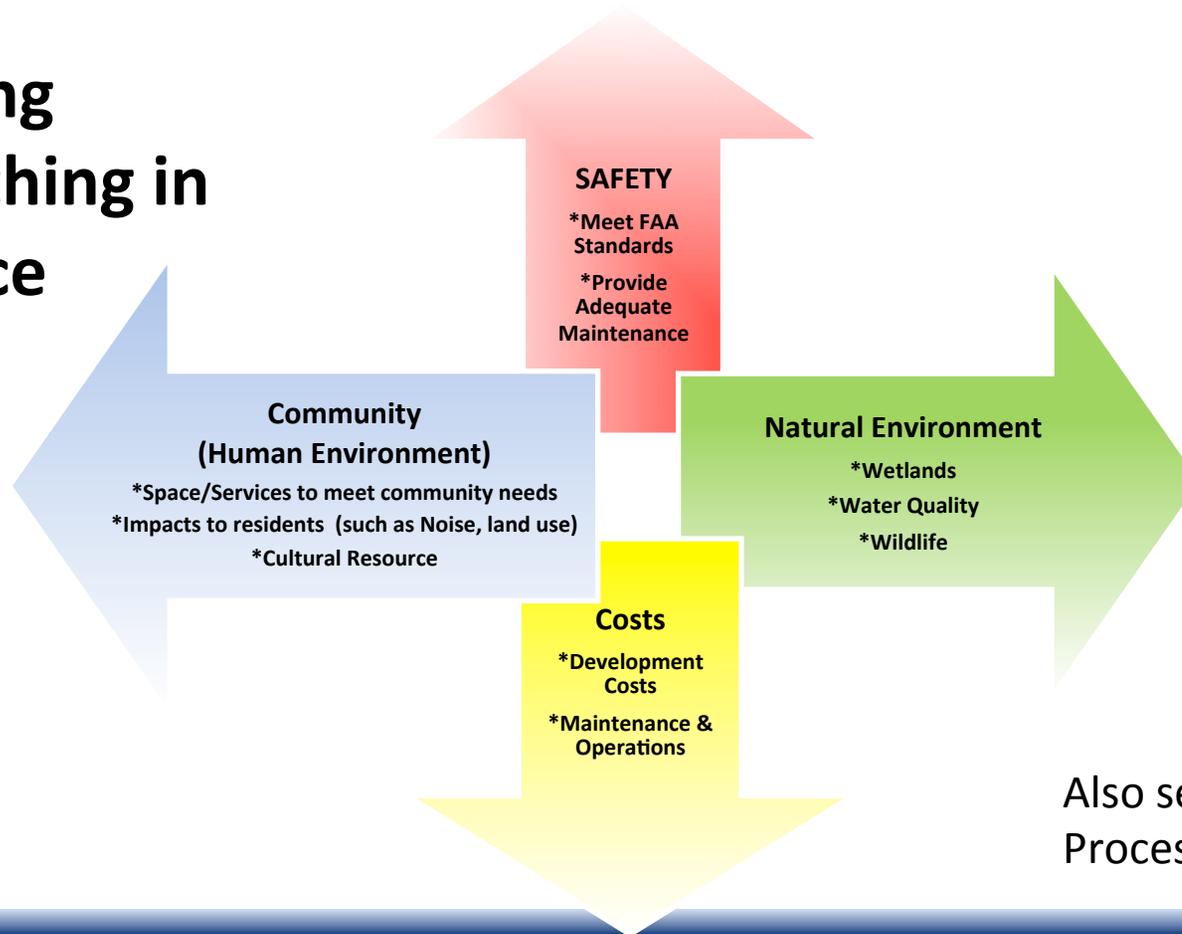
Proposed Build Alternative





Environmental Assessment

Keeping
Everything in
Balance



Also see Project
Process Board

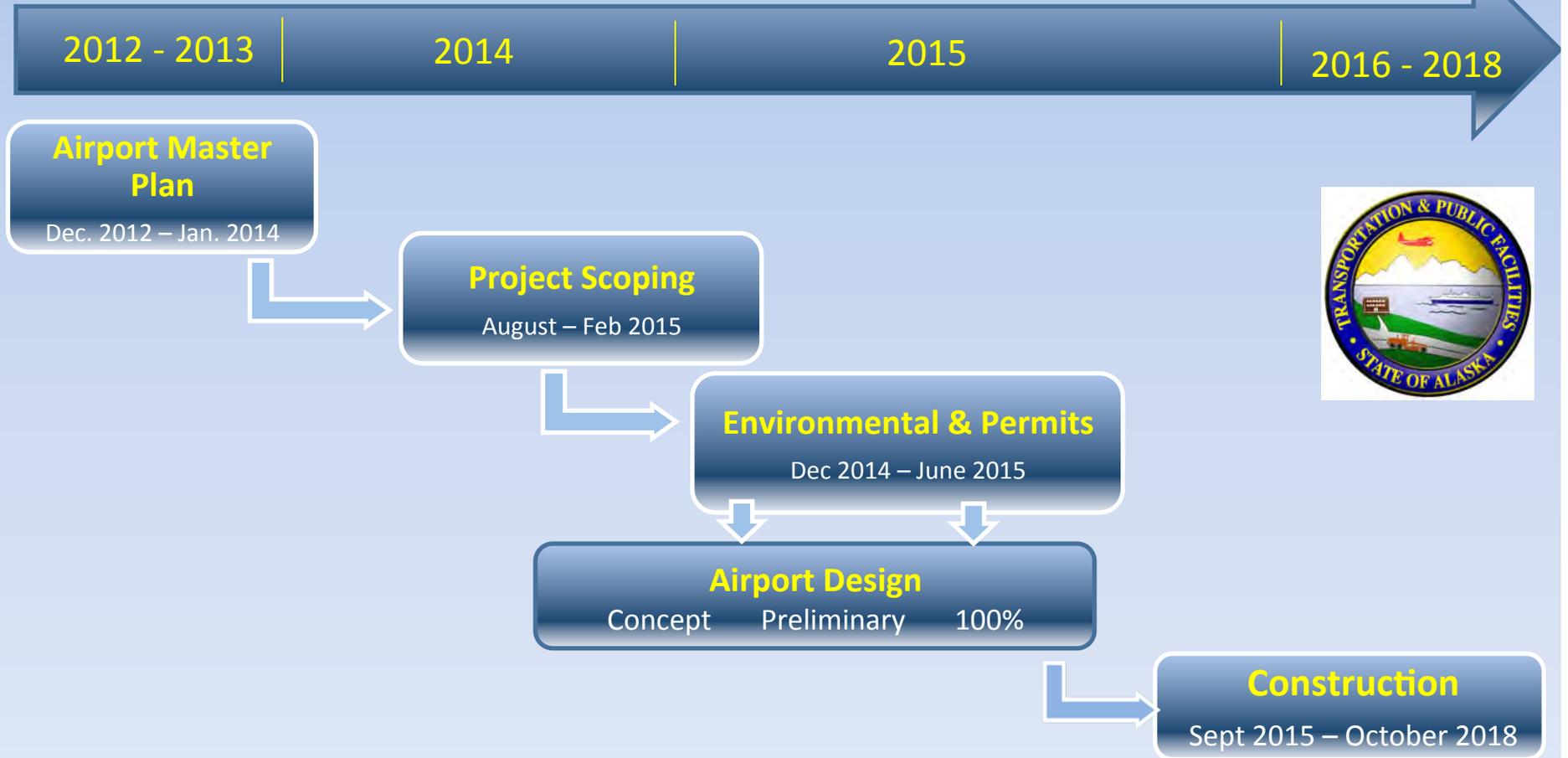


Environmental Assessment

- **Environmental Impacts evaluated through**
 - Public Coordination
 - Local & Tribal Government Reviews
 - Consultation with Agencies
 - Comparison to FAA Impact Thresholds

Schedule & Process

*The schedule is dependent upon a number of variables



Public Involvement

* 3 Meetings/Open Houses and Agency Coordination during AMP

* Open House **THIS MEETING**

* Meeting/Open House Public Review of the EA



Please Provide Input

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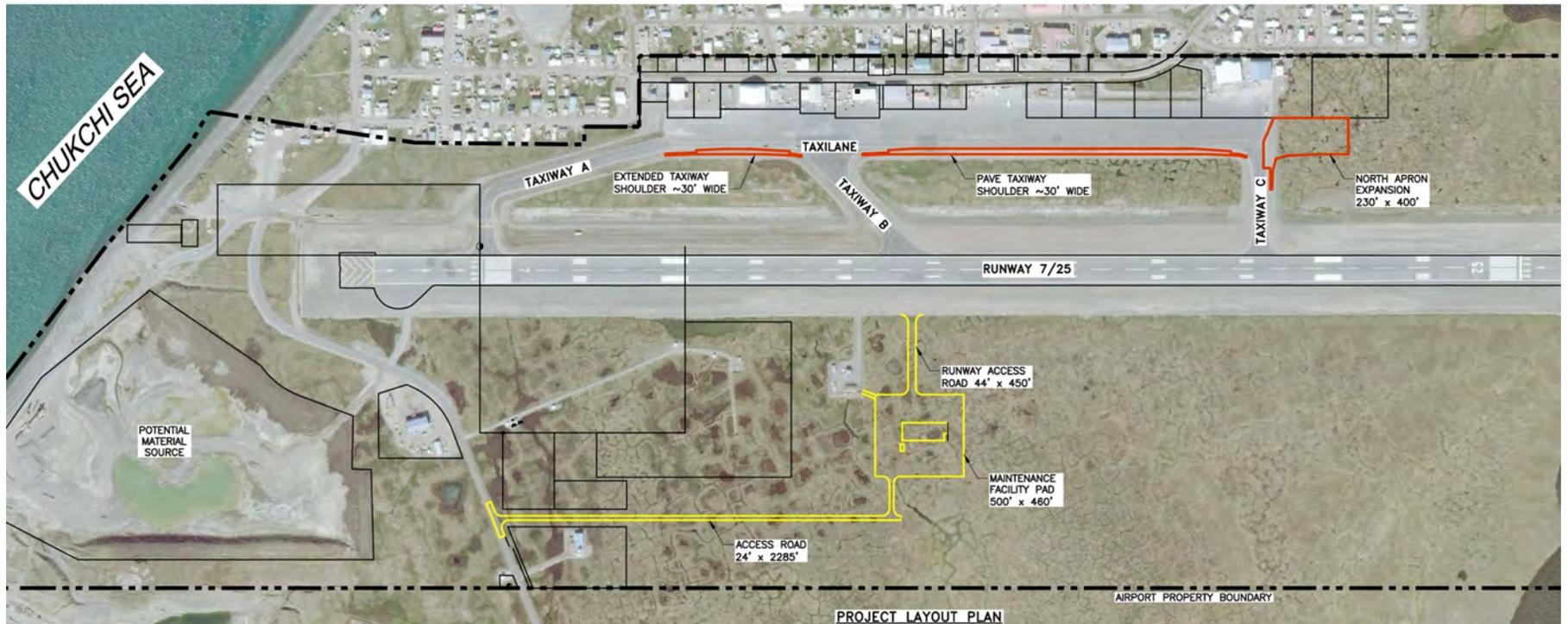
Website:

<http://dot.alaska.gov/nreg/barrowaip>

Under Construction



Questions?





Future Material Sites

- Investigations for additional material sites is on-going

